

**THE SYDNEY
MONTHLY OVERLAND
MAIL.
PER MAIL STEAMER RANGOON.**

POLITICAL.

The Parliamentary proceedings during the past month have not been of a nature to call for much commendation. Incessant talk has had the effect of thoroughly wearying the Assembly, and its business is often conducted with barely a quorum. On private days the House has often lapsed for want of a quorum. On Government days oratorical repetitions have been so long drawn out that the rate of progress has been greatly retarded. When the mail left last month the Government had got its schedule of new duties nearly through committee with various alterations. Since then the bill embodying these duties has been passed through the Assembly. On the motion for its second reading, the Treasurer said he would show the actual amount of revenue which the resolution previously assented to by the House would produce. The amount, as estimated by the Collector of Customs, on the specific duties, as per original list submitted by him (Mr. Lord) was £46,000. The amendments in committee were on four and grain of all kinds, which were estimated to yield £33,000. Oats and barley only were retained, the revenue from which was estimated at £20,000—making a total of the estimate £80,000. A duty of 1d. per lb. was imposed on candles, and it was estimated that it would yield £2000. The total amount was reduced by the committee to 1d. per lb., which would yield £6000. The total amount of printing paper, the estimate of which was £1000; it was passed under the heading of 1d. per lb.; and one for M.A. three of the LL.H. & M. and one for M.B. the brilliant success of Mr. R. Sly gave very great satisfaction to the students.

On Saturday last, the first of a series of matches commenced with the small-bore rifle, under the auspices of the Rifle Association of New South Wales. The first match was won by Captain J. Lynch, Dungar, and Sade made splendid scores.

The establishment of a Post Office Savings' Bank is now in immediate prospect, and will soon be in New South Wales an institution similar to those which have proved so convenient and successful in England and some of the colonies.

Mr. James Chandler, residing at Currys Gap, near Tenterfield, committed suicide on the 5th ultimo, by shooting himself.

A "queer" little fish, described as "all head," was discovered, on the 29th ultimo, in Port Jackson, and exhibited at Spencer's Mechanical Exhibition, in Pitt-street, for the amusement of the curious. Another singular fish was recently caught at South Grafton. The last match of the rifle association was won by the packeter (Scammon) a close resemblance to the gurnard (Scammon), which means hair-fish. The genus is distinguished from all others by the total absence of scales, and by a row of spines, in place of anal fins, and other peculiarities.

On the 17th ultimo, a Mr. George Wright was unfortunately drowned in the river near Tenterfield.

Johnny Cuzens, the well known aboriginal cricketer, died at Framlingham in Victoria, about a fortnight since.

On the 1st, a deputation from the Chamber of Commerce waited upon the Premier respecting the Panama route, and other matters. Nothing definite was agreed upon.

Mr. John Eales, of Berry Park, near Morphett, died at his residence early on Saturday morning last. Mr. Eales was a very old resident of the Hunter River district, and was largely identified with colonial politics.

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On the 17th ultimo, the half-yearly inspection of the different batteries constituting the Volunteer Artillery force was held. No less than 2000 men were present, and the commandant of the Victoria Barracks, Colonel Richardson, at the Victoria Barracks, Paddington, and were put through various evolutions with the field batteries.

A few days since, a young man, named John Lovett, was killed at Vacy, near Maitland, by a sad accident, caused through the fall of a slab.

On Monday morning last, the steamer Barwon, from Melbourne, bound to Newcastle, was brought between Cape Bridgewater and Cape Nelson. She struck on a rock during a fog. The crew and passengers are saved. The cargo was insured for £4200.

This House entertains a just and high sense of the distinguished and exemplary manner in which Richard O'Connor, Esq., late Clerk of the Parliaments, uniformly discharged the duties of his office. 2. That the foregoing resolution is communicated to Mr. O'Connor by the President."

NOTES OF THE MONTH.

From 24th MARCH to 24th MARCH.

It is reported that telegraphic communication between Sydney and the Gulf of Carpentaria will be complete in August next.

Last Monday night, at Moruya, Captain R. Ross, pilot, formerly commander of the City of Newcastle, died suddenly of apoplexy.

It is reported that the remains of a man (supposed to be the late named George Ford) have been found to be a black man, in the Great Warrego District, near Fort Bourke.

On the 21st instant, a confine, named Mary Cane, died in Darlinghurst gaol.

On the motion of the Colonial Treasurer for the adoption of the tariff, Mr. S. C. Brown and several other members of the Opposition attacked the Government for continuing to hold office.

On the 21st instant there was a terrific thunderstorm at Muswellbrook.

FROM 24TH TO 31ST MARCH.

The new batteries at South Head, Middle Head, and George's Head, constructed for the defence of Port Jackson, were manned for the first time on Saturday last (the 25th March), there being a public holiday on the 26th. Many thousands were present, and crowded to their seats, and witnessed the obvious efficiency of our Volunteer force.

On the 24th March the coach from Murrurundi was upset in the Hunter, at Aberdeen, and the passengers nearly drowned.

The queen of an increased and more convenient way of supply for the city of Sydney is again attracting much attention.

Sergeant Bower, who was dreadfully injured by the accident at the St. George's Battery, last Tuesday week, died at the Infirmary, after much suffering, on the 29th of March.

On the evening of the 25th of March a destructive fire broke out between York and George streets. Much damage was done to some buildings in the rear. Water was wanting.

Last Tuesday week, a son of Mr. Isaac Graythay, at Cooyal Creek in the Bathurst district, was found dead, with such dreadful injuries (from an accident with a threshing machine), that he died under the necessary medical examinations. The poor lad was only 14 years of age.

The "Snagging Fleet" of the Murrumbidgee, has brought up at Narendra, having discontinued operations. It has been deemed best to give up all ideas of further work for the season, and, with the exception of two men, retained to look after the boats during the winter, the hands employed have been discharged. For some months to come nothing further will be attempted in the navigation of the river.

A very fine big lately launched boat, Mr. Newton's establishment at the Manning River, arrived at Sydney on the 10th instant. She is of about 500 tons register; built of the best seasoned hardwood and copper-fastened.

On the 13th instant, a deputation waited upon the Minister for War relative to gold mining on Church and School lands.

The American and Australian Photographic Company has just published a series of large photographs of Sydney, affording an excellent pictorial expression of the extent and general character of the city.

Telegraphic communication is now complete to the lightship on Gobo Island.

Two men, bushrangers, are recently captured near Tocumbe on the Castlereagh, by Mr. G. Lloyd, jun., Mr. Bell, and a man named Williams. Unfortunately one of the rogues managed to escape, whilst they were bringing him in. He was afterwards captured.

The inquiry into the Gosling Creek murder was resumed at Orange on the 18th March. It is believed that a clue has been obtained by the police as to the identity of the perpetrator of this cruel and barbarous deed.

A discussion took place upon roads, railways, and tramways and their construction. The Minister for Works opposed the motion, and in the course of his speech said he had no doubt that the time was not very far distant when the construction of roads would be the main industry upon the districts through which they passed, and the burden upon the people who used them. At present the Government is the great road maker of the colony. The municipalities look after their streets, but have not much relieved

the central Government of duties, which it is contemplated to cast upon them entirely at some future day. An amendment was moved to stave off the obligation until another session, but it was not carried. Ultimately the original motion was agreed to on a division of the House at which the Opposition were jubilant.

Mr. G. A. Lloyd has again brought forward a motion in regard to immigration. Having ascertained that it was not the intention of the Government during this session to introduce a measure for the encouragement of a judicious stream of immigration, he at once gave notice that he would move, on a future day, that the House resolve itself into a Committee of the Whole to consider the propriety of introducing a bill to provide for immigration into the colony of New South Wales. At present, however, the hon. gentleman has had no chance of moving the House into committee, and the state of the business is such that it is not likely he will be able to render any effective service in this direction during the present session.

On private days, when a quorum has been present, a considerable portion of the time has been spent in discussing the claims of private individuals on what are familiarly called "begging motions." On the 4th instant several hours were spent in debating a motion to the effect that in the opinion of this House it is inexpedient to appoint any member of this House to any office of emolument or to be unfavourable to horse tramways, whom he knew, that the new fangled notions of men of whom he knew nothing. The extension of locomotives to what the colonists called "the west" was a matter of great interest, and the Rev. John Graham, on "The Inspiration of the Holy Scripture," was a very large and attentive audience.

Last Wednesday morning last, Mr. William Moon, late mayor of Waterloo, accidentally shot himself whilst out in a boat at Botany duck shooting. He died almost immediately.

On Wednesday morning last Mr. E. Hannan's store was burned down at Waverley.

The Bradstock District of the 29th reports favourably on the Ginginoma tin and silver mine lately discovered by Mr. Verran.

THE SYDNEY MORNING HERALD, WEDNESDAY, APRIL 19, 1871.

It was reported in Bathurst, on Tuesday last, that a new gold-field had been discovered near Canowindra. On Tuesday last, the Earl and Countess of Belmore visited the Exhibition of Miss Ironside's pictures.

Last Tuesday evening the annual meeting of the Sydney Diocesan Educational and Book Society was held in the Church Society, Phillip-street, the Dean of Sydney being the chair.

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At the Tamworth Assize Court, on the 3rd instant, Jeremy King, a boy, was found guilty of shooting and wounding Patrick O'Loughlin, a shepherd, and was sentenced to death.

A seaman named William Hagen, belonging to the barque Mikado, was drowned last Monday night by the upsetting of a boat.

Last Wednesday evening, in connection with the Young Men's Christian Association, an interesting and instructive lecture was delivered in the Temperance Hall, Pitt-street, by the Rev. John Graham, on "The Inspiration of the Holy Scripture." There was a very large and attentive audience.

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had no sooner had the Thetis cleared the Head than a brisk and well-sustained fire was opened upon her from the five batteries mentioned; and in a few seconds the whole of the fort was enveloped in smoke. From these forts the fire was continued to be remarkably well directed, that even Fort Denison being especially noticeable in this respect. The flash from the pivot gun on the top of the fort came as straight as could be towards the small vessel it was sought to sink or disable. This heavy fire was supported by the full force from the rifles and muskets of the Volunteers and Marines, who were directed against the supposed enemy, until she contrived to shelter herself under the lee of Goat Island. But before reaching this place of safety, from the persistent assaults of the defenders of the harbour, the Thetis had still to sustain the fire of the heavy Armstrong guns of Forts Bligh and Batters, which rained in their destructive fire upon her as she rounded Dawes Point, whilst the gunners of the Gramma School opened a brisk musketry fire upon her exposed decks. Having rounded Goat Island, all was supposed to be ended, but some of the defensive force had got so much into the spirit of things that the next morning, when no more naval or fielded shot was aimed at her with a will that would have done good service had there been need.

Retiring past Dawes' Battery the Volunteer trainmen there down fired a volley, and there the pageant ended. The Thetis was landed at the Government House, and the remains of the party at the Circular Quay.

RAILWAYS.

SIXTEEN cuttings are being worked on contract No. 7 of the Western extension; and all the earthworks between Rydal and Sodwells are finished. The formation has been tried for about a mile. The main girders at 102 miles 11 chains were in position, and the first field steel spire bridge has been erected up to the stream bed. At 106 miles 70 chains a double girder has been put down, but the contractors have had great difficulty in keeping out the water, owing to the quantity of boulders at the bottom. An additional length of 25 feet has been completed at the 100 feet culvert. Six gauge of fenders are employed.

On contract No. 8 seven cuttings are in progress; to the westward of Rydal, and the last section of the railway's locomotive testing plant is now ready.

The cutting between Rydal and Newgate is now 5 miles, and the cutting can now be more speedily worked.

Embankment 3 is also being filled up from both ends.

The lower ballast is laid for over four miles, and sleepers for the remaining 10 miles.

The Legislative Assembly have voted a resolution to the effect that it is the duty of the Government to introduce some measure during the present session of Parliament for dealing with the question of internal communication; and the Friends of Freedom declare it to be the intention of the Government to take such steps as will be in the interest of the people.

The communication between the fort by the excellent military road just formed.

THE FORTIFICATIONS.

On Easter Monday His Excellency, the Earl of Balmoral, accompanied by Sir James Martin, and Messrs. James Barnard (Colonial Architect), E. C. Cradock, and the gentlemen took a trip through the various fortifications of the colony in time of defence. It was found that rapid progress had been made since the sham engagement.

The batteries at Camp Cove and Hornby Light were found to be finished, and the guns mounted; and three 12-inch and two 10-inch guns were in position.

All the trenches are nearly completed, and the excavations for the magazines are in a forward state. The party next proceeded to Middle Head, where it was seen that live of the 68-pounder guns had been taken out on the 17th instant.

The culvert was now 100 feet long.

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The lower ballast is laid for over four miles, and sleepers for the remaining 10 miles.

The Legislative Assembly have voted a resolution to the effect that it is the duty of the Government to introduce some measure during the present session of Parliament for dealing with the question of internal communication; and the Friends of Freedom declare it to be the intention of the Government to take such steps as will be in the interest of the people.

The communication between the fort by the excellent military road just formed.

THE FORTIFICATIONS.

On Easter Monday His Excellency, the Earl of Balmoral, accompanied by Sir James Martin, and Messrs. James Barnard (Colonial Architect), E. C. Cradock, and the gentlemen took a trip through the various fortifications of the colony in time of defence. It was found that rapid progress had been made since the sham engagement.

The batteries at Camp Cove and Hornby Light were found to be finished, and the guns mounted; and three 12-inch and two 10-inch guns were in position.

All the trenches are nearly completed, and the excav

THE CALIFORNIAN MAIL SERVICE.

The policy of subsidising a mail service between Australasia and San Francisco will shortly come before the Legislature, for we presume that if the Ministry properly enough declines to enter into any contract without the leave of the Assembly, it will also seek the opinion of the representatives of the people before dismissing the offer that is now before it. About the expediency of subsidising a mail service once a month there has never been much difference of opinion. There are some persons who do not care much about the outer world who would rather have the money spent on roads and bridges, and there are some speculative merchants who dislike quick and regular communication as tending to break up the little monopolies they could otherwise nourish. But the great majority of the community acquiesce contentedly in the cost of a monthly mail service, as these colonies were before the establishment of a regular mail, and regarding it partly as a matter of political importance, and partly as a very great luxury, to have regular and quick communication with the great centres of the world's activity.

When it is proposed to duplicate the service and merely make the quick communication more frequent, the question of cost is more closely scanned. There has been for years past a standing offer from the P. & O. Co. to establish a fortnightly mail by way of Suez, for an additional subsidy of £60,000, yet somehow the colonies have never warmed towards the proposals. New South Wales contributed for some time £55,000 a year towards the Panama service, and it must be admitted that, except as far as it was recouped by the expenditure in its port, it did not receive a *quid pro quo*. For postal purposes, the route was a failure, notwithstanding that the vessels were first-class, and performed unequalled feats of steaming long distances. The fact is that we were drawn into this contract by the energy and urgency of our New Zealand brethren, who took the initiative, and who compelled the adoption of the Wellington route. We may say the same of the first attempts at opening up the San Francisco route, for the project might have slumbered till this day but for the activity of the New Zealand Government; and we owe it to their zeal that any experiments at all have been made on this line, and that the materials are before us for determining its future possibilities. The credit of pioneering the trans-Pacific service certainly belongs to the Island colony. Neither Englishmen nor Americans, nor Australians of the mainland, have done so much as the New Zealanders to open out this route, and of the credit which is theirs in this respect they are not to be robbed.

But whether or not Wellington was on the shortest line of road from Sydney to Panama, it is clear that Auckland is not on the shortest line from Sydney to San Francisco. If the Assembly were asked to continue to subsidise the service as lately performed, it is probable that there would be scarcely a vote in its favour, for with that deviation it is not possible to give a postal delivery in Australia of equal value with that by the Suez route. But the experience now obtained goes to demonstrate, as far as it is possible in the absence of direct experiment, that by the Fiji line mails can be delivered between London and Sydney in forty-five days, and that, with the steamers now employed and a four-weekly service, is offered for the sum of £45,000 a year. By this route the New Zealand and Queensland mails would be dealt with by lines converging at Fiji, and in this way three colonies would get their news almost contemporaneously—a circumstance that will go far to remove all jealousy as to priority of accommodation. This is an advantage which past experience indicates as one of considerable importance, seeing that on this point there has been a constant and inextinguishable jealousy.

A further advantage attaching to this route is that it completes the girdle of steam communication round the world, and places us, through San Francisco, in connection with the ports of the North and South Pacific, from Japan to Valparaiso. In case of a European war the Pacific would be less liable to disturbance than the Mediterranean.

The advantages of the service being admitted there remains the question of cost. Are those advantages worth purchasing at the price named? It is not much to the purpose to recall the fact that the Panama service cost £65,000 a year, because it is admitted that that is an example to be shamed rather than to be imitated. But the sum now asked is one that will be distributed between several colonies. If England does not contribute to the subsidy it will account for any surplus profit from postages; and though these have not yet amounted to much, the gross sum will increase as soon as the new route has proved its possibilities, and command itself to the letter-writing public. The greater proportion of the letters now sent to England every month go by way of Southampton; and as a rule they are about sixty days in transit. If by the new route letters can be sent for sixteen in forty-five days, as a matter of course it will get the preference; for though letter-writers seem to think the threepence or fourpence postage of more importance than the week's delay, still they will naturally prefer the quicker route when the charge is no greater. The effect will be that a large proportion of correspondence that now goes to England via Southampton will then take the American route, and the receipts from postage across the Pacific will be very different from what they have hitherto been. Great Britain, even if it will not condescend to assist the enterprise of its colonies, does not desire to make a surreptitious gain out of them. At present the mother country and the colonies each retain the postages they can collect. This is done to simplify accounts, and on the supposition that as many letters are written from one end of the world as from the other. The gains are shared at either end because the expenses are shared. But where the expenses of the contract are wholly or mainly incurred a the Antipodes, England has no equitable claim to any profit on the postages, and as would appear from previous negotiations, would not enforce them. There would only be deducted the actual expense incurred by the British Post Office. The established charge for inland collection and delivery in the United Kingdom is one penny, which yields a profit; and this profit accrues after collecting in detail and delivering in detail, while the cost of collecting or delivering in bulk is less. The transit cost across the North Atlantic is under present arrangements one penny, and the rate across the Continent is, according to treaty, three farthings, as closed English mails are taken at half the American inland rate, which is three cents. There is some probability that, for the sake of encouraging the American route, the Government at Washington will forego or diminish this charge. Deducting, however, twopence three farthings from every sixpenny letter, there will be a balance of threepence farthing to the colonial account; and this threepence farthing will go towards payment for the Pacific subsidy.

It is said that the New Zealand Government have made a contract with Mr. Webb, but this is doubtful, seeing that some of Mr. Webb's steamers are on the New York side of the Isthmus, and are not immediately available. Moreover, Mr. Webb's steamers, running at a much greater expense than the Australian boats, will require a proportionate subsidy. It is true that the American vessels—though in the magnificence of their passenger accommodation far superior to our boats. But in the first place these latter may be considerably improved, and the company is prepared to make the improvement; and in the second place we cannot afford to pay for the luxury of passengers. We should simply pay for the delivery of mails, and in respect of speed the Australian boats are quite equal to their more towering American rivals.

[Sydney Morning Herald, April 4.]

THE FIJI ISLANDS.

We hope the meeting of Thursday, called to awaken the British Government to the value of the Fijis, will be successful. The readers of the *Herald* are aware that for many years we have directed attention to this subject. Some will remember the meeting held in this office, long before the issue of the Royal Commission appointed to inquire into the expediency of colonization, and the consequent motion made by Mr. M'Arthur, now of London, and adopted by the Legislative Assembly, recommending this measure. The report of Colonel Smyth, the Commissioner appointed to make inquiries, who was accompanied by a Hanoverian physician, was not favourable to the attempt. The result has been the long postponement of the subject, and the accumulation of difficulties which were then apparent, but which have now grown almost insurmountable. The object of that person who moved in behalf of colonization at that period was to obtain the establishment of a separate Government for the Fijis, to be conducted under the control of the Colonial Office, and by agents appointed in the first instance by the British Government.

We still believe this would be the best plan. The intermeddling of any of the colonies of this hemisphere would not only involve us in social difficulties but probably in legislation foreign to our habits and interests. All we want is that the colony of Fiji should enjoy the benefits of government, and that the power directing its early movements should be strong enough to prevent all kinds of excess, whether in the employment of native labour, or in daily relations with other islands. It will be most inconvenient to us to have to watch over the conduct, and to debate the merits of the colonization of Fiji. It would be very undesirable that we should be involved in the wars, should any break out between the colony and natives, or to have to judge of the expediency and propriety of measures which the colonists may think proper to adopt. The Australias are not in a condition to perform these offices. A sovereign State, even a small one, may have that power, although it would be always exercised with great risk of being contested. Whatever we do, therefore, as a colony, let us beware of entwining our interests with those of Fiji, except as customers, and keep clear, as far as possible, of all those vexed questions which must arise in the course of years in relation to these islands. The words of a commission to a former Governor, by which power was supposed to be conferred, are, without further legislation, of very little use. The subsequent Acts of Parliament have sufficiently explained the intentions of the British Government with respect to the limits of colonial authority, and to depend upon phrases, probably used in a random way, would be dangerous.

The repugnance of England to assume the government of the Fijis can be well understood. It will involve the duty of protection, and consequently of submission. The controlling of colonies, particularly those originated and maintained like Fiji, is not an easy task for a Government at a distance. Although the good and evil of possessing colonies ought to be accepted by a nation that plants them, they have been mixed up with questions which have enlisted sympathies of a conflicting nature. At Fiji missions have been long established. A vast number of natives are nominal Christians, or under Missionary influences. The early relations of the Missionaries and the whites have been upon the whole friendly; but the employers of labour have an instinctive repugnance to all men not having the same interests in view, and the transition is very rapid from the praise of a civilization accomplished by the Missionaries to a reviling of their character and objects.

The English nation know only one part, namely, the aggression upon the native inhabitants, and the cruelties often inflicted by wicked men. It is this, besides the dislike of extending the colonial empire, that has produced the repugnance in a large and influential section of the people to any extension of colonies which embraces native inhabitants. It will be for those who call upon the English nation to assume the sovereignty of Fiji, to show that there is no danger of repeating what has been so often witnessed in the conduct of English civilization, for, hard as it is to say it, the worst of all oppressors go out from the United Kingdom.

Those who advocate the setting up of the British flag in the Fijis have not very much promoted their cause by going round the world and offering their allegiance to any country that would take it. They first threaten England with America, and since that Prussian occupation. France would probably have had a similar tender, had fortune favoured her. Germany is perhaps the most likely to colonise in the southern seas. The German race have a strong tendency to escape the military duties and fiscal burdens before them. To be under the Government of Germany is not perhaps so pleasant, even to the Germans themselves.

If all appeals fail, the English administration of Fiji will be compelled to have recourse to some bond of agreement involving often illegality, and leading to measures of a very doubtful character. Government, however, is impossible for a people to continue without raising it. It is a natural right and antecedent to all others in the relations of men. If the white inhabitants of Fiji are

in circumstances which preclude the Government of their native country from interfering, they must do the best they can for themselves. Probably they might, by regulations, avoid much inconvenience resulting from the absence of legal authority; but at all events, they ought to urge upon the Government of England a revision of the law with respect to the duties of subjects, and obtain a release from a subjection which cannot be accompanied by real protection.

Probably, to urge this measure would cause serious consideration, and induce the British Government to alter their decision, and to assume and perform the duties of sovereignty. But nothing can be more fatal to this colony than to undertake control of a distant island which would be soon perhaps involved in questions which it could not resolve, and would find that it required the possession of a force it could not maintain.

[Sydney Morning Herald, April 15.]

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS. AYRE—March 25, at Vaucluse, Hobart Town, the wife of George J. Ayre, Esq., Royal Marine, of a daughter, still-born.

ATKINEN—April 1, at her residence, Parsonage, Ashfield, the wife of John Atkinen, M.R.C.S.E., of a daughter.

ALEXANDER—April 1, at High Knoll, Goultoun, the wife of C. Alexander, of a son.

ANTILL—April 12, at 48, Alfred-street, Finsbury, the wife of Mr. John Younger, Bencivell-on-Tweed.

BOYD—April 12, at her residence, Abbotsford, Finsbury, the wife of W. Ward, Mrs. Boyd, third son of James Forsteth, Est. 91, Finsbury-street, to Stephen Gates, of Bowra. Both of

FORSTETH—DRURY—April 12, at her residence, Westgate, Leyton, by the Rev. W. Clarke, James Brown Forsteth, of Bowra, son of Mr. W. Ward, Mrs. Boyd, to Alice Jane, second daughter of J. C. Parker, Esq., of Leyton House, Manly Beach.

BLAIR—April 12, at 10, Grosvenor-street, Mayfair, the wife of Mr. W. Drury, Samuel Neathroy Brown, second son of the late Arthur Blair, Esq., Finsbury, to Evelyn, second daughter of Mr. Edward McCarthy, of Fleet-street, Sydney.

BRUNSWICK—SAMSON—March 15, at Bowra, the wife of Mr. C. Brunswicke, of Bowra, to William, third son of Joseph

BRIDGES—CLIFFORD—March 8, at St. Michael's, by the Rev. J. Bridges, of a son, William Henry, third son of Joseph

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NAVAL

H.M.S. *Care* has been under extensive repairs consequent on her striking on an unknown rock on the New Zealand coast. The ship, on being placed in dock, was found to have had some 20 feet of her bottom plating cut away. The frame, floors, and timbers were replaced, and the planking from the portward stroke for 15 feet to the stern was entirely new. The hull was then welded together by two diagonally placed iron braces 20 feet long, girdles wide, and 1½ inches thick, each weighing 3 cwt., though bolted on. The hull was then completely re-planked with a planking of spotted gum. Commodore *Suttor* has personally inspected the progress of the repairs daily, and has expressed his admiration at the skill and care displayed in the execution of the material and workmanship, which could not be excelled in any of her Majesty's dock yards. This is another instance added to demonstrate the value of the services of our naval officers who have risked their lives in repairing ships. The cost of the work done up to the time specified for having her ready, *Care*, was £1,640, and the amount of tolls, £1,160. The receipts under the head of miscellaneous were £1240 less than last year; and those for stamps were also deficient to the extent of £2822. Licences, commission on money orders, pilotage and harbour dues are also amongst the deficiencies in the amount of tolls received.

STRANDING OF THE BARROW (a.s.). Tex Barrow (a.s.) belonging to the Bulli Coal Company, sailed from Adelaide on the 1st instant, at 1,500 tons weight and 650 bags of coal, consigned to Messrs. Reilly and Scott, also having on board twenty passengers. On the 3rd inst. at 1,500 tons weight and 650 bags of coal, she ran aground off Cape York, North Australia. The vessel was backed off and beached in a sandy bay near Cape Nelson; and the passengers were safely landed, they reached Port Moresby on the 10th instant (without accident), and thence were taken on to Melbourne by the steamer *Jewell*. The cargo is insured in South Australia, and the loss is estimated at £1,000. The steamer *Barrow* is now at the Marine Office. The disaster has, doubtless, occurred through error in the compass; and masters of vessels trading regularly between this port and the Cape should take care to observe the weather of Cape Northumberland, their compasses have deviated two or three points. The hull has since been abandoned and will be scuttled.

VESSELS NAVIGATING EASTERN COAST OF AUSTRALIA. This following return shows the number and average of vessels employed in the shipping trade for the first quarter navigating the eastern coast of Australia, during the last three years, was lately distributed among members of the Legislative Assembly.

COLONIAL TRADE

Year.	Inwards.		Outwards.		No. of vessels.	No. of tons.
	No. of vessels.	Year.	No. of vessels.	Year.		
1868	282	1868	282	1868	4,094	409,454
1869	282	1869	282	1869	4,094	409,454
1870	295	1870	295	1870	3,976	377,076

INTERCOLONIAL AND FOREIGN TRADE

Year.	Inwards.		Outwards.		No. of vessels.	No. of tons.
	No. of vessels.	Year.	No. of vessels.	Year.		
1868	100	1868	100	1868	100	100,000
1869	209	1869	452	1869	149,364	149,364
1870	354	1870	377	1870	136,300	136,300

MONETARY AND MERCANTILE REVIEW.

THAT the mercantile market has assumed a more stringent character is what might naturally be anticipated from the depression which has existed for some time in all branches of trade, and the low prices at which wool has remained. A season more likely to test the stability of our mercantile and monetary establishments has not been experienced since 1866; but even in that year there was more business doing than there is now. The market has passed without any fall in consequence, and is now recovering, by an alteration in the bank rates of discounts. The Colonial Treasurer has announced that he has arranged to take up last year's issue of Treasury bills—£43,300—falling due this month. The new issue by which they are to be replaced are not yet upon the market. The new tariff has passed, and, together with this trifling alteration upon the value of the dollar, the price of iron, coal, and pig iron are added to the free list. The bill, as it now stands, is likely to become law prior to the departure of next month's mail. The stock and share market has been quiet, with a tendency to easier prices than were ruling at date of last month's report. In both stocks and shares, the market price, *i.e.*, was now falling until they reached 14s., when numerous buyers came forward, and took a large number, an eighth advance then took place, shares closing at 14s. An eighth advance then took place, shares closing at 14s. Commercial went from 6s. to 5s., but have since become firmer, and sold last week at 5s.; Joint Stock steadily at 18s. New Zealand *Wool* was falling at 31s. 6d., and sold last week at 30s. 6d., with buyers at 14s. There has not been a great demand for steam shares, nor are prices very firm. Australasian were done at 13 s. and Hunter River at 8s. No transactions have occurred in insurance shares. Sydney Fire are held for higher rates in consequence of the very unusual character of the half-yearly meeting, which was postponed to the 2nd instant, meeting on Monday last, when a dividend and bonus of 7s. per cent. was declared for the past six months, and £10,000 was added to the reserve fund on the same day. The Sydney Marine Insurance Company declared a dividend of 5 per cent. for the half-year, and their statement shows a very encouraging position. Banking stock is still in a large extent at 10s. and interest. New South Wales Government debentures continue to decline, and tenders for 10s. and 10½ per cent. have been dealt in at 9s. 6d. Premiums on United *Gas* have been paid off at 10s. 6d. and interest. Tenders for 10s. and 10½ per cent. for Bank of New South Wales, copper, which fell at the close of last month to 23s. 3d., have since recovered, the latest business reported, being at 24s. Bulli Coal preferential have experienced a decline of 10s. For miscellaneous stocks there has been no sale except for *Gas*, *Lights*, which are now ready to go. Australasian were done at 13 s. and Hunter River at 8s. No transactions have occurred in insurance shares. Sydney Fire are held for higher rates in consequence of the very unusual character of the half-yearly meeting, which was postponed to the 2nd instant, meeting on Monday last, when a dividend and bonus of 7s. per cent. was declared for the past six months, and £10,000 was added to the reserve fund on the same day. The Sydney Marine Insurance Company declared a dividend of 5 per cent. for the half-year, and their statement shows a very encouraging position. Banking stock is still in a large extent at 10s. and interest. New South Wales Government debentures continue to decline, and tenders for 10s. and 10½ per cent. have been dealt in at 9s. 6d. Premiums on United *Gas* have been paid off at 10s. 6d. and interest. 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The Sydney Marine Insurance Company declared a dividend of 5 per

which there were in operation 350, as is shown by the following table, viz.:—

PUBLIC SCHOOLS.			
Number in operation at close of 1869 ..	336	Number closed or otherwise disposed of in 1870 ..	11
New schools opened in 1870 ..	34		
	350		
Total ..	902	671	231

Four of the new Public schools—Adelong, Cooma, Bega, Ilford, and Ironbark—had previously been in operation as Provisional schools, but had so largely increased as regards the number of pupils as to warrant the change in their designation and management. One Moorswoollen—was removed from the list.

The annexed schedule discloses the fact that thirty-three applications for the establishment of Public schools were received during the year, of which twenty-three were agreed to, and the remainder declined or postponed for further inquiry. These applications were intended to provide the means of education for 1514 children whose attendance was guaranteed, and they were signed by 524 parents, whose religious denominations were—

Church of England ..	247
Roman Catholic ..	162
Presbyterian ..	65
Wesleyan ..	41
Others ..	9
Total ..	325
Deferred to ..	46
Deferred for various reasons ..	24
Deferred for further inquiry ..	9
	73

IV.—PROVISIONAL SCHOOLS.

At the close of 1869 there were 146 Provisional schools in operation; 22 of these were established Public or Half-time schools, or closed altogether, and 49 new ones were opened. These consequently remained in operation, at the end of 1870, 164 schools of this class, attended by 4382 pupils.

During the year, 78 applications for aid to new provisional schools were received, which were thus disposed of—

Approved to ..	46
Deferred for various reasons ..	24
Deferred for further inquiry ..	9
	73

These schools continue to be sought by parents of all denominations, as may be seen from the subjoined table, showing the number of parents of each denomination that guaranteed the attendance of children—

Church of England ..	326
Roman Catholic ..	297
Presbyterian ..	73
Wesleyan ..	67
Others ..	9
Total ..	695

The rapid increase in the number of Provisional schools, and the experience now gained as to their practical usefulness and the kind of arrangements by which they are conducted, have suggested to the Council the desirability of framing regulations specially applicable to schools of this class. The necessity for such regulations was contemplated by section 13 of the Public Schools Act; but as the institution of Provisional schools was an experiment, the Council deemed it prudent to defer the publication of regulations until sufficient information had been gathered from actual experience.

V.—HALF-TIME SCHOOLS.

The number of Half-time schools in operation in 1870 was 82, being an increase of 21 upon the previous year.

In operation in 1869 ..	61
Closed ..	5
	56
Opened ..	26
	82

Thirty-two applications for the establishment of schools of this class were received, of which twenty-four were agreed to. The religious denominations of the 181 parents who signed these applications and undertook to send 581 children to the proposed schools are as hereunder stated:—

Church of England ..	67
Roman Catholic ..	52
Presbyterian ..	24
Wesleyan ..	5
Others ..	13
Total ..	181

These schools supply the means of education in districts too thinly populated for even Provisional schools, and they appear to maintain the character for usefulness by which they have hitherto been distinguished.

Among those rated as indifferent or bad are included a large number of Provincial schools, some Public schools newly established, situated in remote localities rarely visited by an inspector, and schools taught by unclassified and unsuccessful teachers. These estimates, when viewed in connection with the unsatisfactory character of the seasons and the state of visitation without notice, will compare favourably with those of previous years.

It has been the custom of the inspectors, from the outset, to judge of the efficiency of schools by the highest standard, and to value the teacher's work not merely as it affected the acquisition of knowledge by the pupil, but also as it influenced the development of intellectual power. Had they been content with the former, the reports would have generally been of a much more satisfactory character than from their point of view, many advantages may be expected to accrue from keeping constantly before the teacher a more perfect ideal of what constitutes true education. The past year has been a most trying one to inspectors, teachers, and scholars; and had some amount of retrogression been reported, the Council would not have been unprepared to admit that it was in most cases excusable. It is satisfactory to find, however, that the efficiency of the schools has in general been maintained.

VI.—INSPECTION.

Early in the year, the inspector of the Albury district, Mr. Coburn, tendered his resignation. His place was filled by the promotion of Mr. Flannery, the inspector of the New South Wales Schools, and the Council appointed Mr. John D. Bradley, the training master, to the vacancy thus created. No other changes occurred in the arrangements for inspection throughout the year.

The number of schools or departments to be inspected was 902—considerably more than in any previous year. Of these schools are situated in very distant localities, such as Glen Innes, Armidale, Merriwa, and Walgett. To meet such places from the inspector's head quarters, long journeys, involving a great expenditure of time, are necessary. With so large an amount of work to be effected, an augmented staff of inspectors is urgently required. No addition to the number has been made since 1867, although the schools existing last year exceed those existing in 1866, and the work to be done would not be practicable, even under the most favourable circumstances, for the inspectors to examine all the schools within the year. The disadvantages arising from this state of things are numerous and important; but two are especially serious. First, existing schools are visited far less frequently than is desirable, and even occasionally the well-known and some not inspected at all, and, secondly, the work does not occur in a proper sequence, so that the school buildings are not included, the Council having no record either of the building operations carried out in connection with such schools or the sums paid to effect the cost.

The mode of conducting the inspection hitherto adopted has proved so effective as to render any important change unnecessary. The Council, however, at the request of some of the inspectors, sanctioned a departure from established usage in one particular. Generally, notice of the inspector's visit is given to the local Board prior to the day of examination, and an opportunity is given to the responsible and efficient officers in the management before it could come under the scrutiny of the Council's officers. The inspectors, therefore, complained that they rarely saw a school in its usual condition, but only as it was prepared for their visit. On these grounds the Council gave permission to withhold the notice of inspection in such cases as the inspectors deemed expedient.

The result, however, was many faults of management and of inspection in the management before it could come under the scrutiny of the Council's officers.

Owing to the continuous wet weather, and the repeated floods that occurred during 1870, the work of inspection was carried on under circumstances of unusual difficulty. On this account, chiefly, it happens that the number of schools inspected bears a somewhat smaller proportion to the whole than in the previous year. This is shown in the following table:—

District.	Number of schools or departments.	Number visited.	Number unvisited.
Albury ..	43	37	6
Armidale ..	58	75	13
Bathurst ..	159	94	24

The remaining 13 failed from various causes, & being unsuccessful in gaining any classification.

Under Regulation 39, 68 teachers applied for promotion. Of these, 39 were declined, either because

THE SYDNEY MORNING HERALD, WEDNESDAY, APRIL 19, 1871.

the prescribed period had not elapsed, or because the reports of the inspectors upon their schools had not been sufficiently favourable character. The remaining forty-one were promoted in the manner shown in the subjoined table:—

Promoted to class III., section C.....	1 teacher
" " A ..	6 teachers
" " B ..	7 "
" " C ..	20 "
" " D ..	13 "
" " E ..	2 "
" " F ..	2 "
" " G ..	2 "

The regulation is undoubtedly a valuable one, affording as it does an opportunity of rewarding deserving teachers for practical skill, which can be measured only by testing the results of their work in school; but it is liable to abuse by teachers who are too indolent to study, and who hope by it to obtain an easy income. It is, however, a remarkable contrast that the teachers who have been promoted, and have been repaired in numerous instances, besides minor repairs and additions in the school buildings, have also been supplied to several schools—viz.,

Church of England .. 247

Roman Catholic .. 162

Presbyterian .. 65

Wesleyan .. 41

Others .. 9

Total .. 325

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THE SYDNEY MORNING HERALD, WEDNESDAY, APRIL 19, 1871.

TELEGRAPHIC MESSAGES.

[FROM OUR CORRESPONDENTS.]

GOULBURN.

TUESDAY.
The match for £100 aside, between Storrie's horse, Escorial, and Thomas's Shadow, was won easily by the former.

SCONE.

TUESDAY.
The contractor for the railway gave a dinner to his workmen to-day, which was a great success.

MELBOURNE.

TUESDAY.
Nixon, who escaped from gaol, has been captured by a detective; the warders have been suspended, pending an investigation.

A musical benefit is being arranged for Mr. Horsley, who is about to leave for Europe.

A man, named John Ellis, died from wounds self-inflicted; he left a letter, in which he stated that the rash act was caused by his being deserted by a lady voter.

The inquiry into the loss of the steamer Barwon is proceeding; the witnesses all agree that there was a dense fog at the time she struck; but the Navigation Board have decided that the captain and mate are to blame—the former for not correctly ascertaining his position off Cape Northumberland, and the latter for not calling the captain when the fog came on.

English telegrams to the 21st March have been published. They refer to the Paris insurrection, but there is no item of importance not already given.

Mr. G. Stephen has been elected President of the Chamber of Commerce.

The case of Humphrey v. Kelly, for maintenance, was dismissed. The defendant lately paid £1000 damages in an action brought by plaintiff for breach of promise.

FLOUR sold at auction at £13 10s.; Java rice, £17 12s. 6d.; yellow crystal sugar, £34 16s.

HOBART TOWN.

TUESDAY.
There is a hitch in the railway contract, as the Government refuse to sign it until Parliament meets.

SATURDAY.—City of Hobart (s.), for Sydney.

ADELAIDE.

TUESDAY.
At the Board of Education, Dean Russell has raised the question of permissibility to use Denominational Catechisms in the Government schools under the present Education Act.

Half a dozen of Balard boards were sold yesterday, realising 6 x 11, 1d. to 1d.; 6s. id. to 1d.; other sizes in proportion.

What is unchanged. A small sale is reported at 6s. id.

The Rev. Mr. McMichael, of Ballarat, has accepted the pastorate of the Gawler Congregational Church.

Tidman, having completed his ball, was released from custody this morning.

There is some inquiry for country flour at £12 10s., and but little offering.

The weather continues very warm.

A DANGEROUS PRACTICE.—We are not aware whether any of the Police force are told off for special duty in Hyde Park, but if they are, it is necessary that attention should be directed to a very dangerous practice indulged in by the juveniles who congregate on the Park during the afternoon, and in particular during the evening, in the "ground and bungalow" or the "ground and bungalow" of the old folks who may happen to be caught, while playing a "stink across the lawn." The practice is a dangerous one, and ought to be put a stop to.

WHEAT PRICES AT PORT ADELAIDE.—A very ingeniously-drawn and neatly-printed diagram has been sent to us from Mr. George Price, of the John Banks of George-street, of Adelaide, for the purpose of showing the wheat prices at that port during the last seven years. It is calculated so as to give a column for each year, ranging from the maximum (12s.) to the minimum (4s.). The prices are ranged on either side of the column, which bears the name of the month at head and foot. The "year" from 1861 to 1870 is placed at the current date, and in consequence it is restricted in the present price to a few general months. The curve now reaches the sixth month of what may be fairly called the wool season, and, under ordinary circumstances it might be said to have closed; but the backwardness of the clip in the first instance, and the continued rains during the early summer months have delayed the final and certain delivery of wool in Sydney, that there is still much wool to market. In proof of this, I may instance the sale held by Messrs. Mort and Co., on the 17th instant, at which upwards of 900 bales were catalogued. It is true that several of the lots offered were put up for the second or third time of asking; but there was, nevertheless, a fair portion that had never before been offered for public competition.

With respect to our own market, there is very little to report. My usual appendix will give all the information required, and in consequence I am restricted in the present price to a few general months. The curve now reaches the sixth month of what may be fairly called the wool season, and, under ordinary circumstances it might be said to have closed; but the backwardness of the clip in the first instance, and the continued rains during the early summer months have delayed the final and certain delivery of wool in Sydney, that there is still much wool to market. In proof of this, I may instance the sale held by Messrs. Mort and Co., on the 17th instant, at which upwards of 900 bales were catalogued. It is true that several of the lots offered were put up for the second or third time of asking; but there was, nevertheless, a fair portion that had never before been offered for public competition.

Hence, this week we have continued request, at prices showing a very firm market with an upward tendency. The total quantity offered amounted to 17,600 cwt. of tallow and 1,000 cwt. of tallow; and disposed of 103.

Messrs. Mort and Co. also offered 137 casks of tallow, and disposed of 103.

The principal lines were—G. 30 casks of beef at 33s. 6d. and H.E. 12 fleeces at 12s. 6d.

TALLOW AND HIDES.

MARCH 24TH.

The first public sale subsequent to the departure of the last mail were held on the 24th March.

Two small parcels of first-class mutton were obtained; but for inferior samples there was little competition, and sales amounted to an average of about 1d. per lb.

These remarks apply only to the wool in the market, and not to the "ground and bungalow" of the old folks who may happen to be caught, while playing a "stink across the lawn." The practice is a dangerous one, and ought to be put a stop to.

WHEAT PRICES AT PORT ADELAIDE.—A very ingeniously-drawn and neatly-printed diagram has been sent to us from Mr. George Price, of the John Banks of George-street, of Adelaide, for the purpose of showing the wheat prices at that port during the last seven years. It is calculated so as to give a column for each year, ranging from the maximum (12s.) to the minimum (4s.). The prices are ranged on either side of the column, which bears the name of the month at head and foot. The "year" from 1861 to 1870 is placed at the current date, and in consequence it is restricted in the present price to a few general months. The curve now reaches the sixth month of what may be fairly called the wool season, and, under ordinary circumstances it might be said to have closed; but the backwardness of the clip in the first instance, and the continued rains during the early summer months have delayed the final and certain delivery of wool in Sydney, that there is still much wool to market. In proof of this, I may instance the sale held by Messrs. Mort and Co., on the 17th instant, at which upwards of 900 bales were catalogued. It is true that several of the lots offered were put up for the second or third time of asking; but there was, nevertheless, a fair portion that had never before been offered for public competition.

With respect to our own market, there is very little to report. My usual appendix will give all the information required, and in consequence I am restricted in the present price to a few general months. The curve now reaches the sixth month of what may be fairly called the wool season, and, under ordinary circumstances it might be said to have closed; but the backwardness of the clip in the first instance, and the continued rains during the early summer months have delayed the final and certain delivery of wool in Sydney, that there is still much wool to market. In proof of this, I may instance the sale held by Messrs. Mort and Co., on the 17th instant, at which upwards of 900 bales were catalogued. It is true that several of the lots offered were put up for the second or third time of asking; but there was, nevertheless, a fair portion that had never before been offered for public competition.

Hence, this week we have continued request, at prices showing a very firm market with an upward tendency. The total quantity offered amounted to 17,600 cwt. of tallow and 1,000 cwt. of tallow; and disposed of 103.

Messrs. Mort and Co. also offered 137 casks of tallow, and disposed of 103.

The principal lines were—G. 30 casks of beef at 33s. 6d. and H.E. 12 fleeces at 12s. 6d.

TALLOW AND HIDES.

MARCH 31.

The market has been very firm throughout the month, and the tendency of prices has been undeniably in favour of the vendors. The total quantity offered during the last four public sales has amounted to 8686 against 7666, which found purchasers under the hammer.

Mr. T. J. Turner offered 265 casks of tallow, and disposed of 226.

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THE SYDNEY MORNING HERALD, WEDNESDAY, APRIL 19, 1871.

Warehouses and Office Fittings, &c.

In the Ascended Estate of
Messrs. SAMUEL THOMPSON and CO.

CHAS. MOORE and CO. will sell by auction, THIS DAY, 19th instant, at 3 o'clock p.m., on the premises, 224, Pitt-street,

The following are valuable and substantial fittings, viz.—
Office desks
Pigeon-holes
Copying presses
Chalk and chalk-stands
Warehouses and stands
Dining-tables
Chiffoniers
Coffers, fitted with drawers
Iron safe and stand
Fitter and stand
Large double office desk
Warehouses brackets
Steps, trunks, &c., &c.

Terms to sale.

CONTINUATION OF GREAT SALE,
in the Estate of
Messrs. SAMUEL THOMPSON and CO.

CHAS. MOORE and CO. are instructed by
the Assignees in the above estate to sell by
public auction, THIS DAY, 19th instant, at 11
a.m., on the premises, 224, Pitt-street,

All the usual portion of the stock as per catalogue, viz.,
Gardens, &c.
Wool boots and socks
Sheepskin coats
Paper maché trays
Gummed paper
Buckles, tapes, combs
Fancy buttons, pins
Elastic bands
Black alabaster
Velvet covers
Stays and corsets
Hosiery, assorted
Gloves
Men's wools
Gent.'s felt hats
Ditto cloth caps
Ditto straw hats
White shirts, &c., &c.
Terms, liberal.

FEATHERS.
FLATS.

CHAS. MOORE and CO. are instructed by
Messrs. F. B. Palmer and Co. to sell by auction,
on THURSDAY and FRIDAY next, at 11 o'clock, on
the premises, George-street, Sydney.

One plume and flats.

Assorted colours.

On THURSDAY, 20th April, at 12 o'clock;

IMMEDIATELY AFTER THE SALE OF OIL
PAINTINGS.

At the Australian Auction Rooms, Pitt-street.

CHOICE AND WELL-SELECTED HOUSEHOLD
FURNITURE AND EFFECTS.

Removed from Balmoral for convenience of sale.

To Gentlemen Furnishing, Cabinetmakers, Brokers, and
others.

BRADLEY, NEWTON, and LAMB have
received instructions to sell by auction, at their
Rooms, Pitt-street, on THURSDAY, 20th April, at
11 o'clock.

A very superior lot of household furniture and effects.

The property of a gentleman leaving for Europe.

Terms, cash.

THURSDAY, 20th April, at 11 o'clock.

At the Australian Auction Rooms, Pitt-street.

GLASSWARE.

Green Glass, cut stems

Decanters, plates and quarts ditto

Liqueur Sets—Flint, engraved, and alabaster

Black Boxes, Butter

Salt—Flint, cut, &c.

To Toy Warehouses and Storekeepers.

BRADLEY, NEWTON, and LAMB have
received instructions to sell by auction, at their
Rooms, Pitt-street, THURSDAY next, the 20th

April, at 11 o'clock.

Two cases steam toys.

Terms, cash.

THURSDAY, 20th April, at 11 o'clock.

At the Australian Auction Rooms, Pitt-street.

GLASSWARE.

Green Glass, cut stems

Decanters, plates and quarts ditto

Liqueur Sets—Flint, engraved, and alabaster

Black Boxes, Butter

Salt—Flint, cut, &c.

To Toy Warehouses, and Glass and China Importers.

BRADLEY, NEWTON, and LAMB have
received instructions to sell by auction, at their
Rooms, Pitt-street, on THURSDAY, 20th April,

at 11 o'clock.

A shipment of valuable oil paintings, by eminent

artists.

Terms, cash.

On THURSDAY, 20th April, at 11 o'clock.

At the Australian Auction Rooms, Pitt-street.

Important Unreserved Sale by Auction

of
GENUINE and VERY VALUABLE
OIL PAINTINGS,

BODDINGTON
HATTON
MUNICAMP
THE
GAINSBOROUGH,
and other eminent artists.

To Collectors, Gentlemen forming Galleries, Dealers, and others.

BRADLEY, NEWTON, and LAMB have
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GAINSBOROUGH,
and other eminent artists.

To Collectors, Gentlemen forming Galleries, Dealers, and others.

MRS. M. MOLONY is instructed to sell,

THIS DAY, in his Rooms, at 11 o'clock,

One classic boot webbing, assort'd.

Will positively be sold without reserve, on account of the

same.

Terms, cash.

On account of the shippers, or whom it may concern.

To Boot and Shoe Manufacturers, Grindermeyern, and others.

MRS. M. MOLONY is instructed to sell,

THIS DAY, in his Rooms, at 11 o'clock,

One classic boot webbing, assort'd.

Will positively be sold without reserve, on account of the

same.

Terms, cash.

Positive Sale.

The fine fast-sailing
BARQUE "WOODBINE,"
and
BARQUE "KATE."

By order of the Executors in the Estate of the late
Captain Sullivan.

R. F. STUBBS and CO. will sell by auction, at the Rooms, THIS DAY, April 19th, at 11 o'clock.

The large KATE, of 400 tons burthen.

This fine vessel was placed in the builder's hands immediately after the late Captain Sullivan purchased her, and underwent a thorough overhauling and repair under his superintendence.

No expense was spared in carrying out this object to render her equal to any other trading out of this port.

Her length 127 feet, beam 28 feet, depth of hold 12½ feet.

Also.

The well-known barque WOODBINE, of 400 tons burthen, recently sprung from Batavia.

This excellent barque was built at Buffet, now in admiral condition, and suitable for any trade, in which she can always be profitably employed.

Her dimensions are as follows:—Length, 113 feet; beam, 25 feet; depth, 15 feet.

Both these vessels are well found in every respect, and every facility will be afforded to intending purchasers for inspection prior to sale.

Inventory at Rooms.

Terms at sale.

Schooner PETREL,
of 130 tons burthen.

Under instructions from Messrs. Rabone, Fox, and Co.

R. F. STUBBS and CO. will sell by auction, at the Rooms, THIS DAY, April 19th, at 11 o'clock.

The wreck of the schooner TITANIA, stranded at Laguna Bay, 60 miles north of Brisbane.

Ship's stores, sail, boat, rigging, anchors, chains, &c., are said to be sold.

Particulars at sale.

Terms at sale.

Schooner TITANIA.

On account of which it may concern.

R. F. STUBBS and CO. will sell by auction, at the Rooms, THIS DAY, April 19th, at 11 o'clock.

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Ship's stores, sail, boat, rigging, anchors, chains, &c., are said to be sold.

Particulars at sale.

Terms at sale.

Clearing-out SALE

of Groceries, Oilmen's Stores, Wines and Spirits, &c.

At the Stores of Messrs. Dangar, Gedyne, and Co., 88, Clarence-street.

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Particulars at sale.

Terms at sale.

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On account of whom concerned.

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Ship's stores, sail, boat, rigging, anchors, chains, &c., are said to be sold.

Particulars at sale.

Terms at sale.

Superior 1-lb. Jams.

R. F. STUBBS and CO. will sell by auction, at the Rooms, on THURSDAY, April 20th, at 11 o'clock.

The wreck of the schooner TITANIA, stranded at Laguna Bay, 60 miles north of Brisbane.

Ship's stores, sail, boat, rigging, anchors, chains, &c., are said to be sold.

Particulars at sale.

Terms at sale.

Woolpacks.

R. F. STUBBS and CO. will sell by auction, at the Rooms, on THURSDAY, April 20th, at 11 o'clock.

The well-known Station or Barn, called

GUNNING EAST, situated to the GUNNING LAGOON, about 13 miles from the Leichuan Bridge at FORRES.

With this Barn will be sold

4000 SHEEP, more or less.

RICHARDSON and WRENCH have received instructions from the Proprietor to sell by auction, at the Rooms, on THURSDAY, April 20th, at 11 o'clock.

The well-known Station or Barn, called

GUNNING EAST, situated to the GUNNING LAGOON, about 13 miles from the Leichuan Bridge at FORRES.

With this Barn will be sold

4000 SHEEP, more or less.

RICHARDSON and WRENCH have received instructions from the Proprietor to sell by auction, at the Rooms, on THURSDAY, April 20th, at 11 o'clock.

The well-known Station or Barn, called

FUNERALS.

THIS FRIENDS of the late Mr. JOHN COLLINS, New Agent, are invited to attend his Funeral, to move from his late residence, 265, Parramatta-street, THIS (Wednesday) AFTERNOON, at a quarter-past 2 o'clock. J. and G. SHYING, Undertakers, 719, George-street South; 120, South Head Road.

THIS FRIENDS of Mr. THOMAS RICE, Engineer, deceased, are invited to attend his Funeral, to move from his residence, No. 64, Prince-street, at half-past 2 o'clock, to the Catholic Cemetery, Balmain. T. DIXON, Undertaker, South Head Road.

THIS FRIENDS of Mr. GEORGE WILDON are respectfully invited to attend the Funeral of his late beloved SON, "Sydney," to move from his late residence, 3 Little Brisbane-street, South Head Road, TO-MORROW (Thursday) MORNING, at half-past 8 o'clock, to the Necropolis, 108, South Head Road, 737, George-street, Underwood, 10, Hunter-street, opposite Christ Church, and 118, South Head Road.

THIS FRIENDS of the late Mr. EDWARD BONES are respectfully invited to attend the Funeral of his late beloved SON, "Sydney," to move from his late residence, 143, Crown-street, Woolloomooloo, TO-MORROW (Thursday) AFTERNOON, at half-past 3 o'clock, to the Necropolis, 108, South Head Road, 737, George-street, Underwood, 10, Hunter-street, opposite Christ Church, and 118, South Head Road.

AMUSEMENTS.

PRINCE OF WALES OPERA HOUSE.

The Management respectfully begs to inform the ladies and inhabitants of Sydney and the various saloons that the Fairy Extravaganza will be played FIRST, in order that the audience may witness this lovely production, "ONCE UPON A TIME THERE WERE TWO KINGS." Performance will terminate at 10. Last three Nights, WEDNESDAY, THURSDAY, and FRIDAY. Commence at half-past 7.

FOILED! FOILED!! FOILED!!!

PRINCE OF WALES OPERA HOUSE.

Positively the LAST THREE NIGHTS OF THE FAIRY EXTRAVAGANZA ONCE UPON A TIME THERE WERE TWO KINGS!

THREE GRAND JUVENILE NIGHTS.

THIS EVENING, April 19th, 1871, the performance will commence at half-past 7, with J. R. Planche's charming Fairy Extravaganza, ONCE UPON A TIME THERE WERE TWO KINGS!

The performance will conclude with the great drama, THE MURDER AT THE ROADSIDE INN.

On SATURDAY NEXT, will be produced, a new Senatorial Drama, in 3 acts, by Mr. Walter H. Cooper, entitled FOILED!

OR, AUSTRALIA TWENTY YEARS AGO! with new scenery, gigantic machinery, and the most wonderful effects produced. The first time Steam has been used upon the stage.

NO TICE—LAST WEEK but one of Miss IRON-SIDE'S beautiful OIL PAINTINGS, ON VIEW at 369, George-street.

Admission, 1s.

SPECIENS' MECHANICAL EXHIBITION, 22, Pitt-street, opposite Moore's Farmer and Co., MECHANICAL and SCIENTIFIC WONDERS.

Admission, 1s. Children, under ten, half-price. FANCY GLASS BLOWING, and Glass Spinning. Ladies presented with specimen of spun glass.

ON WEDNESDAY, 21, D. A. Y., the Pictures made in 4000 pieces wood, THE EVERGREEN, 15, Hunter-street.

CHALLENGE accepted—KENNEN will, now CHRIED, and carry 40 lbs. Man and money at O'BRIEN'S this evening.

DANCING—Mr. J. CLARK and Daughter give private Lessons to ladies and gentlemen in Dancing, Parties and Schools attended. Class days Monday and Friday, at the usual hours. Colonnade, Elizabeth-st. N.

DANCING—Wanted, a few PRIVATE LESSONS by a lady. State name, H. T. HERALD OFFICE.

DANCING—Mr. W. B. BELL's classes on Tuesday and Thursday. Private lessons, 1s. Short-notice.

BUSINESS CARDS.

AUSTRALIAN MUTUAL PROVIDENT SOCIETY (established 1849) for MUTUAL LIFE INSURANCE, &c., providing exclusively to members of the Society, a safe, judicious, & liberal large Bonus. Principal Office, New Pitt-street, Sydney. ALEXANDER J. RALSTON, Secretary.

ABBEY, Hair Dresser, has RESUMED business at his Rooms, 68, George-street, over Mr. Hafer's.

ABLACK, Dr Sinker and Seal Engraver to the various Officers. Official seals, banknotes and merchants' endorsing stamps, heading for papers, &c. York and Barnet streets, Sydney.

ACARD—Mr. GEORGE SMYTHE, Surgeon-dentist, 27, Hunter-street, two doors from Pitt-street.

ACARD—French Glove, Boot, Hosey, and Mercury Depot. S. H. LEWIS, 10, Hunter-street.

ACARD—Mr. GEORGE, surgeon-dentist, corner of Hunter-street and Bligh-street.

ACARD—Mr. J. E. SMYTHE, Surgeon-dentist, 70, Castlereagh-street, near King-street.

ATURNING, Decorator, Sign and Banner Painter, 44, New Pitt-street.

ATURNING, House, Ship, and Sign Painter, Grainer, &c., 44, New Pitt-street.

ASINGLE TOOTH, 4s 6d; extraction, 1s; stopping, la. Repairs done. C. EDWARDS, 6, Bridge-st.

ABOVIS, Fries and Anatomical Bootmaker, 62, Market-street, Sydney. Boots and shoes of every description made to order.

COSMAN, Practise Haircutter, 58, South Head Street, who will give customers every satisfaction.

FIRST-CLASS Turkish MIXTURE C. OSMAN'S Best American Navy, 88, South Head Road.

CONTRACTS, Plans, Drawing, Specifications, &c. E. HUGHES, C.E., Architect, 9, Botany-street.

CORME, Bunion, and Deformic Nails cured, Fea, 1a, C. EDWARDS, Chiropractis, 6, Bridge-street.

DBLIST and SON—Plasterers, Hammarians, Contractors, &c., tuned and repaired, 23, George-street.

DEPER, Hairdresser, 202, George-street, has just received ex-Kokutoko, a choice selection of FASHIONABLE PRIZZIES.

such as are in demand at the present season; also large Hair Net, hand, &c., 1s. GOODFORD'S Nutritive Cream, Hairdresser's Hair Restorer, &c.

ESTABLISHED 1870—Dr. EMANUEL and SON, Dentists, Diplomas 1836, Pitt-st., op. Pusch's.

Fe. A. SPECK, Curver, Glider, and Decorator, Frame, &c., regd. on shortlist notice, 63, Market-street.

H. W. LOVEJOY, Plasterer Tuner and Repairer, Address W. Middlek, bookseller, George-street.

JOHN BLACK and CO., Ship and General Commission Agents, 64, Pitt-street North.

JOHN BLACK and CO., Land Agents.—Prompt attention to country correspondents.

JOHN BLACK and CO., now receiving subscribers' names, post, and Australian Circular (Stable-Broker), for 1871.

JAMES ANDERSON, Marine, Fire, and Life Insurance Agent, Office, Mrs. Parsons, George-street.

JAMES TURNER, Father, Best materials, fit, and workmanship. Lowest charges. 10, George-street.

Mrs. J. L. LAUHAME, Surgeon-dentist, 2 Wyndham-square, is in attendance.

Mrs. H. M. EMANUEL, Practical Dentist (late of George-street), 12, South Head Road, Hyde Park.

Mrs. J. R. SPENCE, Surgeon-dentist, over Mount-street's THE PRIZE MEDAL.

was awarded to Mr. Spencer at the Intercolonial Exhibition, 1870, for Artificial Teeth, and Honourable Mention at the Exhibition of 1869.

Mrs. R. AYTON, House Painter, Paperhanger, &c., is now in Sydney for the purpose of giving LESSONS in the more elegant art.

Cambridge House, George-street North.

WAND W. AYTON, House Painter, Paperhanger, &c., 371, Pitt-st. Church Windows to my design.

W. KING, Plasterer Maker, repairs all kinds of Piano's; the most competent tuners, 70, Hunter-st.

W. HOWES, Tailor—Best materials, fit, and workmanship. Lowest charges. 88, King-street.

W. J. BENNETT (late Dispenser to Mr. Slipper), Dispensing and Family Chemist, 92, Bathurst-st.

W. GRIEVES, Pianoforte Tuner and Repairer, 194, Castlereagh-st.; Reading and Co., George-st.

W. T. COHEN, Australian Wine Merchant, 171, Pitt-street.

W. T. COHEN, Sole Agent for the Dalwood and Bullock Wines, 171, Pitt-street.

FREEMAN'S (late Dalton's) Royal Photographic Gallery, 320, George-street.

PHOTOGRAPH BY APPOINTMENT TO HIS EXCELLENCY THE EARL OF BELMONT.

J. NEWMAN, Photographer, was awarded the ONLY PRIZE MEDAL, by the Royal Intercolonial Exhibition, 12, South Head Road, Hyde Park. No connection with any other house.

PHOTOS, 5s per dozen, at J. YATES'S, No. 23, Pitt-street, three doors from the Royal Hotel.

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